

DAILY EVENING BULLETIN.

SATURDAY EVENING, OCT. 7, 1882.

ROSSER & McCARTHY,
PUBLISHERS AND PROPRIETORS.

ADVERTISING RATES.

Space.	One day	Two days	Three days	Four days	Five days	Six days
One inch.....	50	60	70	80	90	1.00
Two inches.....	70	85	1.00	1.15	1.30	1.45
Three inches.....	90	1.10	1.30	1.50	1.70	1.90
Four inches.....	1.20	1.45	1.70	1.95	2.20	2.45
Half col.....	1.80	2.20	2.60	3.00	3.40	3.80
One col.....	3.00	3.50	4.00	4.50	5.00	5.50

Local notices ten cents a line; subsequent insertions five cents a line.
Wants, three lines, ten cents, subsequent insertions five cents.
Special rates where advertisers use both the daily and weekly.
One inch in the DAILY BULLETIN for one year costs \$5, and for six months but \$3.



FROM this time on each public school,
A janitor will keep,
Provided by the school board rules,
To scrub and dust and sweep.
The teacher as a chambermaid,
No longer shall we see,
And that the public all admit,
Is as it ought to be.

The new bridge is going up to-day.

THREE bastardy suits are now pending in the county court.

The seed of the sunflower is said to be fine food for chickens. Save them.

By order of the school board the public schools are now all supplied with janitors. This is as it should be.

For a perfect can-opener, which a child can safely use, go to C. B. Anderson's. It is pronounced the best thing of the kind ever introduced.

At Lexington, Ollie Cannon, a boy of nine, was thrown from the top of a freight car, and the engine and nine cars passed over him, but caused only a few slight bruises.

MR. L. F. METZGER while crossing Market street at the corner of Second, about 7 o'clock last night, was accidentally run over by a buggy and badly cut in the head, but we are glad to say not seriously.

KENTUCKY railroad companies are vigorously kicking against the assessments recently levied upon their property by the Railroad Commissioners of the State. The gross average per mile under the late assessment is \$20,000, while in adjacent States the average value is placed at \$10,000 per mile.

The following marriage licenses have been issued in Brown county, Ohio, since our last report:

John A. Swope and Carrie A. Bryan.
Patrick McConn and Mary Duffey.
James Denny and Sarah Brown.
Calvin T. Williamson and Rhoda V. Wright.
George E. Parker and Bertha Flow Ladeuburger.
Richard Lee and Reberta Lee.
John Henry Swope and Emma L. Kellum.

Religious.

Rev. A. R. Kennedy, of the Southern Presbyterian Church will hold services at Washington Hall, to-morrow morning and evening.

Services will be held at the M. E. Church, South, to-morrow morning and evening at the usual hours by Rev. M. D. Reynolds, the pastor.

Divine service will be held at the Church of the Nativity to-morrow at 11 a. m., text: "What think ye of Christ?" Mathew xxii: 42. Services at the usual hour in the evening.

Rev. S. B. Alderson preaches at the church on Third street to-morrow. Morning subject, "The Betrayal." Evening subject, "Progress in Sin." The communion of the Lord's supper will be administered in the morning.

BURNING OF THE LEE.

Thrilling Narrative of the Disaster by a Passenger—Particulars of the Death of Mr. E. H. Poynter of this City.

Special to the Cincinnati Commercial
VICKSBURG, Miss Oct. 5.—J. C. White, representing J. S. White & Co., of Chicago, Illinois, was a passenger on the Robert E. Lee at the time of her destruction by fire below here, Saturday morning, going to Plaquemine, Louisiana. His name was not included in the register of names even as lost or saved on the occasion. According to his own statement he has been through the mill, nevertheless. His escape was miraculous. The story he tells of what fell under his own observation during that terrible affair is as harrowing as anything in the history of the disaster by land or water. Mr. White did not come up on the steamer White the morning after the happening of the calamity, but together with a lady passenger and her seven children, took passage on the Hiram Campbell for Natchez. He returned to this city on the Natches, Monday evening and departed for Jackson by this evening's train. From the latter place he will return home.

Mr. White says he knew Mr. E. H. Poynter, who is numbered among the missing, and he and Poynter canvassed this section several times in company, and were within three state-rooms of being opposite each other on the Lee.

The morning of the fire Mr. White says he was woke up by the fire alarm from the deck. He got up and walked out on the boiler deck in his underclothes and socks, and looking over the railing down on the lower deck, saw a big glare below and on the water, and heard a noise like persons scuffling; as he heard nothing more for a minute or so he concluded that the glare he first espied was nothing more or less than the light from the furnaces. He could hear the engines working and the boat seemed to be moving at her usual pace. Everything looked secure, and he was about to return to his state-room with a feeling of perfect peace and security, when he heard a voice from the fore-castle shouting—

"Fire! Fire! Fire! The boat is burning!"

Just at that moment Mr. White saw a flame issue from the window of the cook-house, and afterward a solid blaze, he thought, of fire. The deck of the boat was one sheet of flame. He ran back into his state-room dressed himself as quickly as possible, and then ran across to the state-room occupied by Mr. Poynter, kicking the door in, passed on a short distance up the cabin to a room occupied by Mart Abraham, of Chicago, a friend of his also.

"By that time the flames were rapidly approaching the cabin," said Mr. White, "and seeing that my chances for escape were getting rapidly smaller, I started out of the cabin to the front of the boat, but recollecting as I reached the steps that my watch and pocket-book were under the pillow in my state-room, I ran back after them. As I came out of the state-room I saw that Poynter was still asleep, and going over to him aroused him by considerable rough handling. He awoke, and in his half-dreamy state exclaimed:

"Thief! catch him!"
"I passed out of the rear door of his state-room, and being by that time cut off from all possible escape at the fore-castle, swung out a hog chain and by that means gained the lower deck and from thence on to the shore. Several of the passengers were saved in like manner as myself."

"When I left the cabin it was a dense mass of flames, smoke and cinders. The dry wood and paint could be heard cracking and popping, and the heavy timbers below had already commenced falling, and, above all, the machinery could be heard working and the bells ringing. I believe, with seeming regularity, as though nothing beyond an ordinary landing was being made."

"Pilot Stout came out of the pilot-house and down a hog chain at least a minute and a half or two minutes after I did, and he didn't seem in the least excited. I think he was the very last man off the boat."

"As I stood on the bank I thought I could hear women's voices screaming in the cabin, but it was only for a minute and then all quiet, except the whizzing and the roaring of the flames, cracking of wood and paint, breaking of glass, falling of heavy timbers, groaning of the machinery and ringing of the bells, informing the engineer that his work was done."

"The last seen of Mr. Poynter he was rushing frantically on the rear guards,

hemmed in by wreathing flames on all sides, only half-dressed, with some clothes in his left hand and satchel in his right hand. Several persons on the bank shouted to him to jump overboard. He did not seem to hear the advice, but started for the lifeboat. As the lifeboat started out to his rescue, he was seen to rush frantically through a recess between the wheel-house and state-rooms, and just then the wheel-house gave way, falling into the river, and burying beneath its debris two chambermaids and three or four negroes."

"After this we saw no more of Poynter: the flames rushed out through state-rooms, and the portion of the boat where Poynter disappeared was a perfect sheet of flames. He was either drowned in falling off the wheel-house, or burned to death in the cabin."

Mason County Teachers' Institute.

The teachers of Mason County will assemble in Maysville, October 20th and 21st, 1882, at 8:30 o'clock a. m. for institute work. All friends of education and especially trustees and patrons are cordially invited to attend.

PROGRAMME.

FRIDAY, OCTOBER 20.

8:30—9:00—Value of Institutes, O. N. Weaver.
9:00—9:30—Discussion, Wm. D. Hixson and D. J. Rees.
9:30—10:00—Lecture on the Alphabet, W. W. Richeson.
10:00—10:30—Discussion, W. R. McKee and R. S. Weaver.
10:30—11:00—School Government, C. J. Hall.
11:00—11:30—Discussion, Josiah Wilson, and B. F. Williams.
11:30—12:00—Essays by Miss Ella Metcalfe and Miss Belle Golling.

AFTERNOON SESSION.

1:30—2:00—Importance of Educational Statistics, D. J. Rees.
2:00—2:30—Discussion, Geo. E. Blair and H. C. Smith.
2:30—3:00—History, H. C. Smith.
3:00—3:30—Discussion, Wm. T. Berry and Wm. Stevenson.
3:30—4:00—Essays by Miss Annie Frazier and Miss Mollie Arthur.

SATURDAY, OCTOBER 21.

8:30—9:00—How to improve our present system of Common Schools, T. M. Wood.
9:00—9:30—Discussion, Wm. Stevenson, and O. N. Weaver.
9:30—10:00—Reading, J. D. Rummins.
10:00—10:30—Discussion, Jno. S. Clark and John Woodward.
10:30—11:00—Advantage of Graded Schools, W. Stevenson.
11:00—11:30—Discussion, Hayes Thomas and Jno. F. Pollitt.
11:30—12:00—Essays by Miss Julia Porter and Miss Kate Fristoe.

AFTERNOON SESSION.

1:30—2:00—Morals, Josiah Wilson.
2:00—2:30—Discussion, S. Raymond and W. W. Richeson.
2:30—3:00—The Teachers' Work and Salary, B. F. Williams.
3:00—3:30—Discussion, Wm. T. Pollitt and John Chinu.
3:30—4:00—Essays by Miss Mollie Bacon and Miss Etna Prather.
4:00—4:30—Miscellaneous business.

The Journal of Agriculture urges farmers to look to the necessity of saving seed corn this fall at the earliest possible moment. Do not wait until fully ripe, for fear of frost, as it will render the seed worthless. Corn will grow that is fully out of the milky state, and as soon as glazed, farmers should visit the fields and gather all of the forward and best ears. Hang in a dry, warm place, and the kernels soon become hard.

George Francis Train is worth \$80,000. Jackson, Miss., has thirty marriage associations.

Mr. Peter Cooper has finished an autobiography.

O. Wilde is doing the New England factory towns.

The total of our national debt now is \$1,890,956,283.

St. Louis society is gradually returning to its French flats.

Boston is the largest market for boots and shoes in the world.

Aerated juniper water is a fashionable North Carolina beverage.

Mississippi has one insane person to every 800 of her population.

One California orchard ships about 20 tons of peach stones every year.

Huckleberry wine is extensively manufactured in Levy county, Florida.

Joaquin Miller, the poet of the Sierras, is again speculating in Wall street.

There are said to be hundreds of acres of pelicans on Pyramid Lake, Nevada.

The mildest hazing in the Wisconsin University is promptly followed by expulsion.

Daughters of Maggie Mitchel and Lydia Thompson are about to become actresses.

The semi-annual dividends payable in Boston in October will put \$7,017,115 in circulation.

Chas. Williams, who served on the Bellerophon at Trafalgar, died lately at the age of 101.

Fourteen young women have this year passed a successful examination at the Hartford "Annex."

A Pittsburg father, whose two little lost girls had been found by the police was so glad that he dined a breakdown in the mayor's office.

Chas. H. Boles, of Butte, Montana, died recently from drinking some of the syrup in a can of peaches which had been open and exposed to the air for two or three days.

Two small children of Wm. Older, of Gibsonville, Wyoming county, were suddenly stricken with paralysis at the same hour one day last week, and the doctors are at a loss to know the cause.

MARRIED.

October 5, 1882, at the residence of Mr. Thos. Kerr, Miss LAURA T. KERR to Mr. JAMES F. CHANDLER, all of Mason county, Ky.

RETAIL MARKET.

Corrected daily by G. W. GEISEL, Grocer, Second street, Maysville, Ky.

FLOUR.	
Limestone.....	\$ 0 75
Maysville Family.....	5 75
Maysville City.....	6 25
Mason County.....	5 75
Kentucky Mills.....	5 50
Butter, # lb.....	38
Lard, # lb.....	18 1/2
Eggs, # doz.....	20
Meal # peck.....	30
Chickens.....	80 @ 3
Molasses, fancy.....	80
Coal Oil, # gal.....	20
Sugar, granulated # lb.....	11 1/2
" A. # lb.....	11
" yellow # lb.....	9 @ 10
Hams, sugar cured # lb.....	16 1/2
Bacon, breakfast # lb.....	20
Hominy, # gallon.....	50
Beans # gallon.....	50
Potatoes # peck.....	20
Coffee.....	13 @ 15

WANTS.

WANTED—A competent teacher of penmanship to instruct a class at Washington. Apply to T. W. PARRY, Washington, Ky.

WANTED—Lodgers—Two or three nice gentlemen can get lodging, with or without board. Apply to THIS OFFICE.

FOR SALE.

FOR SALE—The perfect Can Opener, for oyster, sardine, fruit and all other tin cans of every size. A child can safely and successfully use it. (7d1w) C. B. ANDERSON.

FOR SALE—A Covered Top Wagon, will be sold at a bargain. Apply to sdd&wlm THIS OFFICE.

FOR SALE—Birds Eye Views of Denver Colorado, two sizes, 50 cents and \$1.50, published by G. W. Blatterman, 325 Sixteenth street, Denver, Colorado. Call and see them. RICHESON & KACKLEY, Second street.

FOR SALE—Surveyor's compass and chain with complete outfit. Apply to otti THIS OFFICE.

LOST.

LOST—ON Tuesday between Wormald's coal scales and Germantown, an account book containing \$8.75 and a small memoranda book. Please leave with Wm. Wormald. oet7d1wltw Wm. TOLLE.

LOST! LOST! LOST!—A good fit if you do not leave your orders with the Fifth Ward Tailor. mar31tt J. H. WEDDING.

Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Company.

JOHN KYLE, Pres. H. E. GREENE, Sec. L. GLENN, Treas. W. F. WALKER, Jr., Agent.

C. AND O. R. R. PACKET FOR HUNTINGTON. FLEETWOOD—Daily, 4 P. M.—BOSTON. For Pomeroy and All Way Landings. OHIO. Mondays, Thursdays, 5 P. M. TELEGRAPH. Tuesdays, Fridays, 5 P. M. Portsmouth, All Mail and Way Landings. BONANZA. Tuesdays, Thursdays, Saturdays, 12 M. Maysville, All Mail and Way Landings. MORNING MAIL—Daily. Leave Cincinnati 7 A. M. Maysville, 3 P. M. Freight received on wharfboat, foot of Broadway. C. M. HOLLOWAY, Superintendent.